

Naval War College Review

Volume 40
Number 1 *Winter*

Article 38

1987

International Register of Historic Ships

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Recommended Citation

Caswell, George (1987) "International Register of Historic Ships," *Naval War College Review*: Vol. 40 : No. 1 , Article 38.
Available at: <https://digital-commons.usnwc.edu/nwc-review/vol40/iss1/38>

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floating ice combined to stress cruiser hulls and injure their propellers, forcing unscheduled delays and extended spells in drydock. There were other enemies as well, particularly British submarines and aircraft. Together, the natural and man-made threats to the German cruiser force exacted a heavy toll. By the end of April 1940, for example, two of the six light cruisers in commission had been sunk and one other had been so heavily damaged that, when repaired, it was relegated to training cruises. Of the two 8-inch gunned heavy cruisers in service before the invasion of Norway, only one survived action there.

And so it went. There were simply not enough cruisers to meet Germany's needs, and the ships which were available suffered from a variety of problems. The light cruisers were too *lightly* built and protected to steam off on their own as commerce raiders. The 8-inch gunned type, on the other hand, though well protected and heavily armed (and way over the tonnage limits set by the Washington Treaty), did not have the endurance necessary for extended independent operations. Once the Royal Navy ran down the scattered tankers on which the German heavy cruisers depended, the threat to shipping posed by warships such as *Admiral Hipper* and *Prinz Eugen* fell off drastically. As Whitley notes, the German Navy learned that its armed and disguised merchant raiders were more effective against British and Allied shipping than its light and heavy cruisers. Because the German

cruisers were not very effective in the commerce raiding role, they played little part in naval campaigns after the end of 1943.

German Cruisers of World War II complements the growing literature on World War II cruiser designs and operations, a literature which includes books such as Norman Friedman's *U.S. Cruisers: An Illustrated Design History* (Annapolis, Md.: Naval Institute Press, 1984) and Alan Raven and John Roberts' *British Cruisers of World War Two* (London: L. Leventhal, Ltd., 1980). Whitley's study has only two minor faults: first, there are not enough maps of the North Sea, the Baltic, and the seas around Norway, and, second, readers in the United States may find it difficult to move back and forth from English to metric measures—as they must do when comparing the German cruisers with their U.S. and British contemporaries. Otherwise, *German Cruisers of World War II* has something for just about every interested reader—from operational summaries to armament data to revealing photographs.

THOMAS HONE
Washington, D.C.

Brouwer, Norman J. *International Register of Historic Ships*. Annapolis, Md.: Naval Institute Press, 1986. 321pp. \$28.95

Organized by four major classifications: Naval, Merchant Sail, Merchant Steam and Miscellaneous, the professional mariner, Norman Brouwer, has compiled a remarkable

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directory of the 706 historic sea vessels in the world. Whether you are a naval or merchant marine officer, a yachtsman, a sea novel enthusiast, or a maritime history buff, you will find much to personally interest you.

Alphabetically grouped by forty-three nations or territories, the majority of the vessels are illustrated with photographs taken by the author during his travels to historic ship sites. Included are full histories for over forty ships that are especially significant, either historically, or as examples of successful restoration projects.

In addition to indexing all 706 vessels by country, from Argentina to Yugoslavia, the author has created a unique appendix listing the vessels by all known types, such as ancient and medieval sail, square rig, sail whaling, yachting, power, passenger, government, lightships, naval historic frigates, gunboats, aircraft carriers, submarines, battleships, destroyers, etc. This indexing plan makes it easy to locate a vessel by country, by vessel type, or by name, so one can quickly tailor the *register* to their preferences, either for reference or for planning a visit to a historic location.

To illustrate the thoroughness of detail, let us select a visit to the famous historic ship, the U.S.S. *Constitution*, presently owned by the U.S. Navy, at the Charlestown Navy Yard, Boston, Massachusetts. The photographs of the *Constitution* are excellent. Details, such as year built, original use as a frigate, type of rig,

hull, decks, superstructure, length, breadth, displacement are there, and a brief history and significance adds color to the accounting. The suggested bibliography guides you to further exploration.

A famous quote "Ships and the Sea, there's nothing finer made," words by John Masefield, poet laureate, introduces a preface by Frank G.G. Carr, chairman of the World Ship Trust. In Mr. Carr's words "It is only in the last three decades that a much wider public has become aware of the outstanding importance of the world's Maritime heritage in the contribution it has made to the history of mankind."

A 1962 graduate of Maine Maritime Academy, the author went on to serve on active duty in the U.S. Navy. Later, as an officer in the merchant marine, he worked cargo ships and a research vessel that "steamed" the littoral of the Antarctic and Cape Horn. He left the sea in 1970 to pursue a career in maritime history by way of New York State University at Oneonta and as curator of the South Street Seaport Museum in New York. Norman Brouwer has authored over eighty articles on maritime history, led expeditions in 1976 and 1978 to document the remains of 19th century sailing vessels surviving in the Falkland Islands, all of which have added to the richness of our maritime heritage.

Considering the qualifications of the author, his thorough dedicated treatment of the subject matter, and the broad range of vessels presented, you will be well rewarded, when you

add *International Register of Historic Ships* to your Library.

GEORGE CASWELL
Milford, Connecticut

Clancy, Tom. *Red Storm Rising*. New York: G.P. Putnam's Sons, 1986. 652pp. \$19.95

Last year, Tom Clancy's first effort, *The Hunt for Red October*, was selected as a textbook for the introductory session of the Naval War College's Operations Course—not because every detail of modern submarine and antisubmarine operations was precisely depicted, but because on the whole it was the most readable and accurate piece available on one facet of contemporary naval operations outside wartime. *Red Storm Rising* could easily provide several sessions more—again, not for its precise depiction of future history, but because this new novel is so thoroughly researched and authentic that it provides a plausible overview of warfare in the Atlantic and NATO, available nowhere else.

Criticisms? Certainly. There are a few obvious stereotypes; Soviet hats may be too black and those of the Americans too white. The scenarist could argue with Muslim terrorists blowing up a refinery on the Ob River. A strategist could argue with any Soviet plan to attack NATO as distraction during a move toward the Gulf's oil fields. A literature major could criticize Clancy's shallow character development and his use of a portfolio of snapshots across the

land and ocean battlefields, rather than creating a smoothly flowing motion picture. A modern naval or military professional might take offense at the number of mirrored personalities in the book whose primary emphasizing adjective is an inarticulate participle implying that inanimate objects are attempting procreation. With those trivia declared behind us, let's look at Clancy's war game scenario as a whole.

The time of the *Red Storm* is today and the forces arrayed exist here and now—with the possible exception of F-19 "stealth" fighter-bombers which you cannot see anyway. The date is not specified but becomes clear as Clancy's Soviets propose unilateral decommissioning for 20 (of their current 27) Yankee-class SSBNs for *maskirovka*. Hence, one would be remiss not to compare the strategies and scenario of *Red Storm Rising* with *The Maritime Strategy* as spelled out, for example, in the U.S. Naval Institute's special edition of last January. Again Clancy has done his homework thoroughly. His characters express current U.S. doctrinal views on how the Soviet Navy would be expected to deploy during the "transition to war." However, Clancy's Soviet Navy does not always cooperate with NATO expectations. Their strategists are not as wedded to doctrine as some other writers would have us believe. Rather than placing their SSBNs well north, bastioned near the polar ice cap, the Soviets husband this strategic deterrent force in fjords behind mine and ASW barriers. Rather than threatening northern